

vanda and the wireless of the navy communication office was trying to get in touch with her. Finally the R-34 succeeded in getting in a word. It was this:

"Q R T." And Q R T in the wireless code books means "Stop sending." The Brooklyn Navy Yard is passing the weather reports to the R-34 and she wanted to hear them and nothing else, despite the courtesy of her hundreds of other wireless wishers.

Roosevelt Field, however, was not free of the big dirigible yet. Though Commander Scott had planned to swing out to sea over the southern end of Brooklyn and the ship channel after passing the Woolworth tower in New York the searchlights from Brooklyn smote him apparently full in the eyes as he turned off to the north of the Metropolitan tower at Twenty-third street. He apparently executed a quick rise above the clouds to avoid the lights and was not seen again over the city.

Ship Seen Flying Low.

Shortly before 1:30 this morning, however, the watchers at Roosevelt Field saw air navigation lights approaching from the westward and heard the faint and familiar whine of the Sunbeam motor. The ship was observed flying very low.

Gen. Charlton, Air Attache, dashed from the wireless room to the bunk house at naval headquarters. "She's coming very low," he cried. "Better turn out all hands. She may want to land."

And a messenger was sent scurrying to the barracks where the three mechanics and landing crews had turned in. Fortunately, however, the R-34 was making splendid time. There was never a pause in her steady, humming march across the heavens. At a speed of better than fifty miles an hour she was soon over the field. It was seen that she was heading straight out to sea and before the order to rouse the crews had gone sounding out on the bugles it was recalled.

With a final breath of relief "She's off this time" the great ship was observed heading steadily out to sea, to the steamship lane and home. Efforts to establish radio communication with the R-34 had not proved successful up to a late hour this morning. Quiet had finally been restored in the air and the Brooklyn navy yard was given the right of way. A brief additional weather bulletin was flashed to her and the R-34 endeavored to make some reply. To this the operator at the Brooklyn yard was heard to reply several times:

"Repeat, repeat your message." Gen. Charlton explained this by saying that sufficient current for efficient operation might not have been accumulated until after the motors had been running for a long time. No fear was expressed that any serious trouble with the wireless outfit was the cause of the difficulty. It was predicted that she soon would be in free communication. "Rex" Durant, the wireless operator, had said before leaving that he expected to be in touch with Clifden, Ireland, Glace Bay, Newfoundland, and other stations all the way across the sea. He expected to keep touch with Mineola for several hours after leaving.

The last word from the dirigible came to Roosevelt Field in the following wireless message received at 1:55 O'clock this morning: "Everything O. K. We are on the way." At Mineola the searchlights on the field, following orders from Commander Scott, were switched away from the dirigible as she rose, in order that the pilots might not be blinded. When she had attained her altitude and started away the searchlights again picked her out for the crowd, and the crowd again cheered.

It was truly the departure of an ocean liner. There was little noise and no fuss. The snappy action and the roar of the airplane were entirely missing. This great ship of the air set herself on her course with dignity and precision.

As Commander Scott climbed into the forward gondola he predicted a record trip.

Bets on Sixty Hour Trip.

"I think it will be a quick passage," he said confidently. His confidence found substantial backing from Lieut. Harries, the meteorological officer. As he stepped into the car he bet five pounds with Capt. Thomas Trail of the British Air Ministry that the trip would be under sixty hours.

"And I hope I lose, old egg!" shouted Capt. Trail as Harries's legs disappeared into the car behind Scott. With them forward were Major Pritchard, chief engineer; two cowboys, one for the lateral and one for the vertical controls; two engineers and Gen. E. M. Maitland, the Air Ministry's observer, who had been called from a dinner party at the last minute and arrived at the field but a few minutes before sailing time.

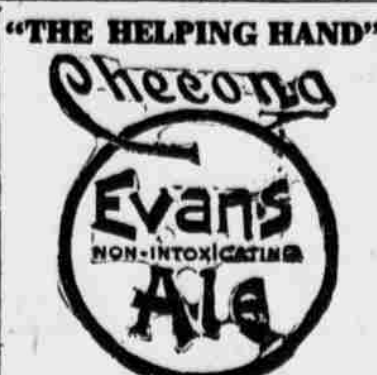
"Not a word, let's go on with the work," he had said when asked for a statement as he climbed aboard.

All of the persons in the forward cockpit were full flying "teddy bears" and helmets, for they expected cold weather to-night above the clouds. The engineers in the two wing gondolas stuck bare heads from the ports as the ship rose, for they are protected and the engines keep them warm.

Three dozen bottles of Bacardi rum were the last items of the cargo hoisted aboard. They were not refused.

"We came out without our grog," Major Scott had said earlier in the evening. "And all the boys are glad that the 'main brace' will be properly 'spiced' going home."

The rum was preceded by the pouch of mail which had been rushed from New York by automobile. It



(Seen to be genuine) EVANS' CRECONA BEVERAGE" by Govt. Falsing.
SUPPLIED BY THE CASE
APPLY TO NEW YORK CITY DEPOT,
17th Ave. at 5th St.

handed up into the gondola by Miss Ida Mulgannon, daughter of the Postmaster at Mineola. It was marked "New York to London via R-34."

At 10:45 Commander Scott and his entire crew summoned the newspaper men to flying headquarters and bade them good-by. Then they bunched into motor cars and disappeared under the shadow of their great ship. Every one of them was sure the "lady," as they call her, would bring them safe home.

"I would like this opportunity of saying," was the Commander's final word, "that if any American ever comes to England I hope I can repay some of the hospitality that has been bestowed on us here."

Weather conditions were right. W. R. Gregg, the Weather Bureau expert at the field, said they could not be better more than once in a twelve-month. And the R-34 was in prime condition for the long voyage.

At 10 o'clock Major Scott rushed from the field to a telephone to call Gen. Maitland of the British Air Ministry. The General was somewhere in Manhattan. The commander of the R-34 telephoned him:

"You had better hurry up over here. The wind is freshening and we had better get aboard right away."

He hung up and went back to the field where the R-34 was moored and where the engines were being tuned up. He made another inspection and then went into consultation with Lieutenant-Commander Zachary Lansdowne of the United States Navy, who flew from England with him.

Lieut. J. D. Shutter, the engineer of the craft, dressed for the ride home, took a woman's purple silk stocking from his pocket, wriggled it about his neck and said:

"That's my good luck charm." He then fastened his head helmet and started toward the dirigible.

Ready at 9 O'clock.

At 9 o'clock the final word "ready" was said. It found all Roosevelt Field on its toes. This was so even of the R-34, for instead of riding aloft as she had on other nights she was held close to the ground. The final molecules of hydrogen were hissing through the long pipes into her giant lungs and the final drops of gasoline and ballast were dripping into her tanks. The cool evening with the fresh breeze from the south made possible a maximum load of both. This augured well for the start of the journey.

This was borne out by the general air of cheerful readiness about the field. At 8:30 Col. E. M. Lucas of the advance party came over to the waiting newspaper men and said:

"We are getting ready now to start for home. The crew is sleeping near by. Weather conditions are satisfactory. We want to get off about midnight. The last supplies are going in, and we are having a last look at the dirigible as she rises, in order that the pilots might not be blinded."

The R-34 is ready. The weather man will have to do the rest."

And he did. His last word flashed from Washington confirmed the observations at the field as to the swift with which a Western storm was approaching.

"Probably," becoming dangerous Thursday morning," it said of the wind, which, after freshening in the late afternoon, died down suspiciously toward 10 in the evening.

Roosevelt Field presented a rare sight of the most efficient activity and cheerful efficiency of the men in charge of the flight. The great R-34 loomed over everything. A giant white searchlight was aimed straight at her nose of glittering red, white and blue, with the rampant Scottish lion in the center. Half a silver body was brilliant in this spotlight and half was in the relative darkness of the almost full moon struggling through the spotty sky, and of weaker searchlights of yellow from either beam and astern.

The field itself was in almost total darkness, save along that side bordering the old country road, where a long double rank of motor cars grew rapidly as the evening wore on. Their occupants had come on the chance of seeing the departure and insisted on staying when they found the departure imminent. Their powerful lights gleamed like a row of stars and constellations. Even the tired doughboys underneath the big bag, holding hard to ropes and hand rails, cheered up. They bear the "ladies" no real ill will, though they curse them soldier fashion. But they will be glad to have them go, for their task has been a heavy one, just when they were expecting to be mustered out and go home.

All Show Relief.

The officers at the field showed no less relief. The presence of the great ship, though a professional experience that none of them would forego, has been a heavy responsibility. So too with the officers of the American army returning as an observer in place of

Commander Lansdowne of the navy, bid farewell to Mrs. Henley and his ten-year-old son Nicholas.

"I'll be waiting for you on the roof of the R-34 when it takes off," she told her husband with a smile.

"I'll watch for you both," he replied.

Mrs. Henley is an army woman and she expressed any emotion. She knows a soldier's life. She was one of the first women to go through the Philippine Islands with the command of Hunter Liggett, now a Major-General, many years ago.

"The only thing I'm sorry about is that I must leave," said Major Scott, the ship's commander, as he "washed up" only the last time after being called at 10 o'clock.

"I'm taking back a happy memory of New York," said Major Cooke, the navigator. "We'll make it back in fifty hours," ventured Durant, the wireless man, who is ever an optimist.

At this hour twenty-five pounds of mail from the New York Post Office had not yet arrived. The ship will not wait for it. It will take its fair chance of not getting aboard. In the navy barracks the flying suits of the air voyagers were laid out on the cots and they awaited only the final word from Scott to put them on.

By 6 o'clock yesterday evening everything was in readiness for departure. Only the last minute loads of hydrogen and gasoline. The officers and crew had been recalled from leave and were getting their last naps in barracks. A few hundred yards from their ship a big dinner and theatre party planned for the officers in New York was cancelled, much to the regret of the gallant gentlemen who have made themselves the toast of the moment in the Long Island country homes about the field.

As a matter of fact, the departure of the R-34, despite her welcome here, was a Yankee. Blowing on from Canada, just to the north of the great lakes, is an area of low barometric pressure which by the time it reaches the St. Lawrence valley will be whipping the winds of Hopedale Plains into storm conditions. The wind, rushing from the southwest to fill the low pressure spot, will blow the ship into the air, and that is more than the R-34 can stand under the makeshift mooring conditions which necessarily prevail on Roosevelt Field.

About 4:30 yesterday afternoon the sky became overcast, and the wind, blowing from the south at a steady twenty miles an hour and rising in puffs to twenty-eight and thirty miles an hour, gave a thousand doughboys all they could do to hold the giant visitor. Fortunately the direction of the wind was whirling, and there was no whipping about the huge tail, such as that which on Tuesday night had caused great anxiety and on Sunday night had torn the outer envelope.

One man held on wherever one could lay hands and it was easy to see that with an increase of wind to thirty miles an hour, the dirigible, there would have been no possibility of holding the big craft. Men were kept on board constantly as it was, and the R-34 was held in position by a force that would have been enough to bring her back again, but it was a slight one.

Announced Definite Plan.

With the last weather reports, carefully tabulated by W. R. Gregg, the meteorologist expert, loaned to the expedition by the United States Weather Bureau, Commander Scott finally announced the definite plan for departure. "We expect to leave any moment," he said. "Food, fuel and gas in their final quotas are ready to load. Everything else is in good shape. We expect to make the run in about twenty hours, against 108 hours coming out. We have reason to believe we will have favorable winds all the way. We ought to make good time, an hour to mid-Atlantic, and then 70 miles."

"What I expect is that we will get away between 4 and 5 o'clock in the morning. We will fly over Jamaica, thence over the Queensboro Bridge, up the East River to Central Park, across Manhattan and down Hudson to a point near City Hall Park, then over the Woolworth Building, out over Brooklyn and down to the eastbound steamer track across the Atlantic."

"This course will take us a few hundred miles north of the Azores, whence we will head up northward and, if the conditions are favorable, we will fly over London before heading for our hangar at East Fortune."

For some reason the flight downtown was abandoned. To watchers from the vicinity of the Woolworth Building, the R-34 appeared to circle the Metropolitan Tower and then head back for Long Island.

The R-34 is not dependent upon the East Fortune hangar, however. There are several hangars in the south of England in which she could house herself should conditions prove bad in Scotland on arrival within reporting distance of the British Isles. The course is also subject to change on account of weather conditions and any other point.

Major Scott is coming back to New York some time without his ship. He likes the town. He likes President Wilson, who died yesterday, and he likes American women. In fact, he had only one kick against the country—but let him tell that.

"I've been greatly interested in your exploit, as it is the opening of a new epoch in human progress. Were it not for some important experiments I have on hand I would have given myself the pleasure of a call on you to extend to me my hearty congratulations on your own great achievement. Will you give me the pleasure of accepting one of my photographs, with some records, and carry the same on your return trip in commemoration of the first air voyage to America?"

"Wishing you a pleasant and safe return, and with my compliments to you and your associates, I am, Sir, very truly, yours."

"THOMAS A. EDISON."

All of the food for the return journey has been cooked beforehand and will need only to be warmed on the trip. It consists of bread, meat, potatoes, cake, preserves, chocolate and tea. Mr. and Mrs. Doubleday, who have been hosts to the officers, sent to each one today a small package of delicacies.

In addition to the changes in the United States observers aboard, Commander Scott announced today that two mechanics would be taken on and two riggers left ashore. One of the riggers is William Ballantyne, who stayed away from the westward trip. Incidentally precautions have been taken to prevent a recurrence of this incident. Ballantyne is not very much worried, however.

"I hope they let me stay here," he said yesterday. "If they send me home on a ship, I'll get back here as soon as I can for I want to fight Benny Leonard, the lightweight champion of the United States."

The new members of the crew are:

Our Service for You

We aim to provide a well rounded out investment service to which we can be of assistance to every one.

We welcome new and old, small and large investors.

Send for Booklet D-19 "Odd Lot Investment"

John Muir & Co. Odd Lots

41 Broadway, N.Y.

Booksellers to the World

"I Have Wrecked Your Business!"

THIS STARTLING CONFESSION was recently made by the trusted cashier of a prosperous mercantile firm to his employer.

To meet temporary trouble at home, he had once secretly "borrowed" a small sum from the firm's cash drawer. By altering a ledger, he succeeded in concealing the shortage until he could return it unnoticed. Becoming confident, later, regarding a business enterprise, he began abstracting larger amounts. Had the venture gone well, he might again have made restitution, but it was ill judged, and the firm's entire surplus, representing years of organized thrift and effort, disappeared.

This deplorable situation is constantly recurring. Every firm believes that its trusted employees are honest. But even among those restrained by surety bonds, 7,500 embezzle annually.

A National Surety Company bond gives you absolute protection against this serious and endless business risk.

You receive the amount of your loss immediately on proof of just claim. We take all the risk. Your business continues uninterrupted and untroubled.

The premium you pay is trifling. It is a recognized price of business protection authorized by the State Government. Its amount is negligible compared to the ruinous loss in which lack of surety protection may involve your business.

Why continue to incur a great and continual business hazard?

Let us bond your employees to-day!

TELEPHONE RECTOR 8000

NATIONAL SURETY COMPANY

115 BROADWAY

"The World's Largest Surety Company!"

were blowing better than twenty miles from the south and southwest.

Two thousand feet up the wind was clear from the southwest at about the same rate.

Six thousand feet up the wind was dead west and brisk.

These calculations were made by release of small toy balloons filled with hydrogen, which were observed through a theodolite and timed with a stop watch. The formulae are well determined for this work and the results are accurate.

It was likely therefore that the R-34 would seek the higher altitudes as soon as she has finished her turn over the city.

Place Air Mattresses Beneath.

The briskest of the wind was amply attested on the surface of the field throughout the later afternoon. It became necessary to place large air mattresses beneath the forward gondola of the airship, as the short bow cable by which she was held caused her frequently to dive down toward the ground with a force that would have broken the doughboys on the gondola could not wholly resist.

At the same time expert ballast men were on duty within the bag and ballast tanks. "Control R," a type of castor oil, was part of the shell of the ill-fated balloon America, with which Walter Wellman tried to drift across the Atlantic in October, 1907. Bullam was present at the start, wrote his name on the canvas and the chief wireless man of the America saved him the little strip out of the wreck.

The last previous attempt to fly the Atlantic, according to Bullam, took place in the pages of *THE SUN* in 1850. He called attention to the old woodcuts of that famous "attempt" which startlingly resemble in general outline and detail the R-34 of to-day. *THE SUN*'s "balloon" of that day was supposed to be driven by steam.

DANIELS SEES BIG FUTURE FOR AEROS

Secretary Sends Letter to British Admiralty via R-34.

WASHINGTON, July 9.—Prediction that the present generation will see the inauguration of regular freight and passenger traffic by air across the sea is made in a letter from Secretary Daniels to the First Lord of the British Admiralty, which was made public today and which will be conveyed to Mr. Long by the British dirigible R-34.

The Secretary's letter is in reply to a message of greetings from the Admiralty Chief brought by the dirigible. "Our country was filled with pleasure at the successful arrival of the R-34, and the navy of America salutes the British Admiralty," Mr. Daniels wrote.

SEAPLANE CARRIES NAVY MAIL

Takes Destroyers' Sacks From Block Island to Newport.

NEWPORT, July 9.—Navy mail was brought here by air route today for the first time when a seaplane arrived from Block Island with sacks left there by a destroyer fleet.

The fleet of thirty-four destroyers arrived later and will remain at the torpedo station for a month. The seaplane returned to Block Island with mail for the destroyer Shawmut.

MAIL BAG DROPPED BY THE R-34 IS FOUND

Letters "Parachuted" in Newfoundland Are Picked Up.

St. John's, N. F., July 9.—A packet of letters to Newfoundland officials, the "parachuting" of which from the British dirigible R-34 was recorded by Lieut. James Shutter, engineer officer, last Friday as the big ship sailed over Fortune was discovered today several miles from Fortune, and the contents of one of the letters, from Gen. Seely, Under Secretary of the British Air Ministry, was transmitted to Sir Michael Caslin, Premier of Newfoundland, by telegraph.

Lieut. Shutter's diary said of the letters:

"The parachute burst and the packet dropped well clear of the town. I think I saw people start to the spot, I think. We hope so."

Sir Michael to-night cabled Gen. Seely, explaining the delay in receipt of the message and congratulating Great Britain on the R-34's achievement.

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ITALY WANTS PEACE

WORK CONCLUDED

Premier Nitti Tells Parliament Country Must Be Placed on New Footing.

ASKS ELECTION REFORM

Rome Chamber of Labor Calls Strike as Protest Against Police.

By the Associated Press.

Rome, July 9.—Premier Nitti, in a speech before Parliament to-day, urged that the peace negotiations be concluded and that friendly relations with the Allies, especially France, be maintained.

The Premier informed the Deputies that all efforts should be made to re-establish the country on a peace footing, lower the prices of necessities and bring about orderly conditions throughout Italy.

Examining into the internal situation Premier Nitti said: "The present situation of Italy is peculiar. Italy, indeed, there is less in Italy than in the other nations which have just emerged from the war."

The Premier admonished the people to work harder, and said that all must aim toward a great effort at reconstruction. He declared that the country must stand on its feet as yet to find a solution for the Adriatic question. After repeating the Government's programme of foreign policy, as outlined in the Senate by Foreign Minister Tittoni, he said:

"Our foreign policy must be the true policy of the people. The epoch of anarchy abroad, where it had been impossible to find a solution for the Adriatic question. After repeating the Government's programme of foreign policy, as outlined in the Senate by Foreign Minister Tittoni, he said:

"The Supreme Duty of the Government, Signor Nitti continued, was the defence of liberty and order, without which Italy's position would be weakened, especially abroad, where it had been impossible to find a solution for the Adriatic question. After repeating the Government's programme of foreign policy, as outlined in the Senate by Foreign Minister Tittoni, he said:

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